

STEREO MOC Status Report
Time Period: 2017:037 - 2017:043

STEREO Ahead (STA) Status:

1. The following Ground System anomalies/events occurred during this reporting period:

- On day 042, during the DSS-63 support, turbo decoder lock was lost intermittently beginning at 0905z through 0914z. This anomaly resulted in the loss of 55 frames of real-time telemetry and SSR data.
- On day 042, during the DSS-26 support, a DSN project interface test was conducted to verify end-to-end tracking and telemetry data delivery utilizing test DCD software V6.1. As this was a test track, there was no SSR playback or instrument commanding. All required and planned activities for DCD v6.1 test were executed as planned. While DSS-26 locked to the one-way downlink and telemetry early at 2217z, telemetry was received 13 minutes after BOT due to a configuration issue. The station then executed an uplink acquisition at 2230z with an output power of 9.97 kW. Data Control confirmed reception of the telemetry data. A total of 129,596 telemetry frames were sent to the test DCD. The MOC bound to the command subsystem and a total of 4 CLTUs were radiated with 0 aborts.

2. The following spacecraft/instrument events occurred during this week. The Ahead observatory operated nominally during this week.

- On day 037, the G&C autonomous momentum dump (AUT_MOM_DMP) parameter was updated in G&C RAM at 1412z. This update selects the B thruster set as the primary thruster set for autonomous momentum dumps and no secondary thruster set.
- The average daily science data return for Ahead was 5.5 Gbits during this week.

STEREO Behind (STB) Status:

1. Detailed status of the recovery activities this week to restore operations is listed below.

- None.
2. The Behind loss of communication anomaly occurred on October 1, 2014. Post superior solar conjunction, recovery operations resumed on November 30, 2015. By implementing the NASA Failure Review Board recommendations, the first recovery attempt began with carrier detection by the DSN on August 21st, through September 23, 2016. At a spacecraft range of ~2 AU, the observatory was found to be rotating slowly about its principal axis of inertia for which the uncontrolled attitude allowed some solar array input and continuous uplink and downlink communications on the LGA at emergency data rates. Over the next 22 continuous days, significant obstacles to recovery were overcome with a collaborative effort of the JHU/APL engineering team, NASA GSFC, DSN, FDF, SSMO scheduling, and Mission Operations teams. This consisted of:
- Reliably commanding a rotating spacecraft with uncontrolled attitude at a distance of 2 AU
 - How to power on the spacecraft that was never designed to be off without collapsing the battery voltage
 - Acquiring telemetry at 35 bps from a spacecraft that is rotating with an uncontrolled attitude
 - Warming a frozen propulsion subsystem with a degraded battery and limited solar array input with an uncontrolled attitude
 - Configuring, loading, and verifying EA, C&DH, and G&C parameters and macros with very limited telemetry
 - Conducting an autonomous momentum dump in the blind and transitioning to C&DH standby mode and successfully receiving telemetry on the HGA indicating star tracker lock and decreasing system momentum.

However, system momentum level remained above the threshold for re-establishing attitude control with the reaction wheels. Due to the uncontrolled attitude, communication degraded and the last detection of the carrier was on September 23rd.

Behind Observatory Status - From the last telemetry received on September 18th, main bus voltage is low, 2 out of 11 battery cells are currently not functioning, attitude remains uncontrolled, rotating at a ~45 second period about its principal axis of inertia. While propellant is suspected to be frozen, last telemetry indicated both propulsion tank latch valves are open and pressure transducer #2 is not functioning. EA mode is enabled. The battery charge rate is C/10.

Necessary macro sequences have been tested to allow the peak power tracker in C&DH standby mode to protect the battery. These macro sequences will be loaded to EEPROM when the communications supports longer commands.

Monthly recovery efforts consist of attempting to power on the transmitter for 30 minutes. If no carrier signal is detected, battery recovery operations will commence which consist of repeatedly sweeping a 3 kHz uplink range and sending commands for IEM switched power and PDU 1553 interface bus off. The next recovery tracks are on February 17th, 18th, and 19th. A subsystem telemetry assessment review of the limited telemetry received during the 1st Behind recovery attempt will be held on February 24th.